

local officials and airport representatives. They prefer Alternative 1 over Alternative 4 because it provides a more direct connection between NC 68 and the airport. Alternative 1 is consistent with the PTI Airport's master plan.

#### Alternative 4

Alternative 4 follows the same alignment as Alternative 1 but does not include the ramps that provide direct access between the airport, NC 68, and points south. It requires drivers to travel a longer distance (approximately two miles more than Alternative 1) between the airport and NC 68. Access to NC 68 from the I-73 connector will be provided by an interchange north of Edgefield Road as part of the US 220/ NC 68 Connector design. If Alternative 4 is selected as the preferred alternative, the US 220/ NC 68 Connector interchange with NC 68 will have to be reconfigured. The reconfigured interchange will be necessary in order to serve the additional traffic generated by motorists traveling between the PTI Airport and points south along NC 68.

Alternative 4 is planned as a 1.6-mile long freeway facility with four travel lanes (two in each direction) and a 70-foot wide median. The proposed design speed is 70 mph, the right of way width varies, and the new roadway will have full control of access.

Alternative 4 meets NCDOT's design and safety requirements and has minimal impacts to water resources. Alternative 4 is consistent with the PTI Airport's master plan.

## **6. ALTERNATIVES ELIMINATED FROM FURTHER STUDY**

### Improve Existing Roadways

The May 2008 I-73 Connector feasibility study considered two concepts for upgrading existing highways (US 220, NC 68, or I-40) to become the future route of I-73. Concept 2 proposed to route I-73 west on I-40, north on NC 68, along the US 220/ NC 68 Connector, and north on US 220. The feasibility study did not recommend Concept 2 to be carried forward for further study because of high costs and impacts to the human environment. This concept was eliminated from further consideration in the I-5110 project study.

The feasibility study also considered routing I-73 from I-40 north along Future I-840 and then north along existing US 220 (Concept 3). Concept 3 assumed Future I-840 would be constructed from Bryan Boulevard to US 220. This route was not considered feasible. It would have required reconstructing US 220 from a non-controlled access highway with many signalized intersections to a fully controlled access freeway with interchanges. This concept was also eliminated from further consideration in the I-5110 project study.

Early in the project's development, an option was also considered for following existing Bryan Boulevard to NC 68, upgrading the existing interchange, and improving NC 68 to join with the proposed US 220/ NC 68 Connector. Near North Regional Road (SR 4156), Bryan Boulevard is designed for much lower speeds than the 70 mph interstate requirements. The ramps and loops within the Bryan Boulevard interchange with NC 68 are also designed for much lower speeds than an interstate would require. An alternative in this location would have impacted the business park and residential developments along North Regional Road. This option was eliminated from further consideration in the project study.